IN THE SPECIFICATION:

Please amend paragraph **[0027]** as follows;

[0027] The steering guide rods 40 are fixed relative to one another, which permits collective movement of the guide rods 40 relative to the support structure 28. Although each of the steering guide rods 40 may have any suitable shape, each guide rod 40 of the embodiments of the present invention is straight and comprises a tube having a front end 60 and a rear end 62. The steering guide rods 40 shall hereinafter be referred to as steering tubes 40. Although any number of steering tubes 40 ~~guide rods, or tubes, 40~~ may be utilized and arranged in any suitable configuration relative to the support structure 28, four of such steering tubes 40 are preferably spaced from one another in a quadrangle.

Please amend paragraph **[0031]** as follows;

[0031] While each of the bolster guide rods 72 may have any suitable shape, each guide rod 72 is a straight tube that has a front end 78 and a rear end 80. The bolster guide rods 72 shall hereinafter be referred to as bolster tubes 72. Any number of bolster tubes 72 ~~guide rods, or tubes, 72~~ may be utilized and arranged in any suitable configuration relative to the support structure 28. The assembly 20 includes four of the bolster tubes 72. The tubes 72 are spaced from one another in a quadrangle. The knee bolster 70 is connected to the front ends 78 of the bolster tubes 72, and the rear bracket 66 supports the rear ends 80, which in turns spaces the knee bolster 70 and the rear bracket 66 from and on opposite sides of the intermediate bracket 68.

Please amend paragraph **[0043]** as follows;

[0043] The knee bolster 26 is preferably fabricated from a deformable material such as metal and, as such, is deformable upon impact with the knees of a vehicle operator. The pivot assemblies 144 accommodate the deformation and bending forces imparted to the bolster 70 during such an impact by pivoting to allow the bolster 70 to bend relative to the bolster tubes 72 without imparting a bending moment to the bolster

tubes 72. The forces normally applied to the bolster 70 are instead applied in the axial direction of the bolster tubes 72.

Please amend paragraph **[0056]** as follows;

[0056] Although any suitable actuating device may be utilized, each actuating device 222 is preferably an electrically activated pyrotechnic device. A control system such as that which is schematically depicted at 192 in Figure 4 is operatively connected to the devices 222, monitors and detects variable components affected by the crash condition, determines the amount of energy to be absorbed, and transmits a signal corresponding to that amount to the actuating devices 222, which in turn actuates one or more of the devices 222. For example, during a crash condition in which a large predetermined force is applied to the assembly 20, none of the actuating devices 222 will be discharged in order to maximize the frictional forces between the pairs of straps 204 and the anvils 208 and 210, which in turn maximizes the amount of energy absorbed. The actuating devices 222 will initiate release of the low-force straps 214 in response to a moderate predetermined force on the assembly 20. The actuating devices 222 will respond to a low predetermined force on the assembly 20 by initiating release of the high-force straps 212.

Please amend paragraph **[0059]** as follows;

[0059] Referring again to Figures 2 and 3, the assembly 20 also includes a pedal assembly, which is generally shown at 248. The pedal assembly 248 carries the pedals 24 or, as disclosed, the brake pedal 34 and throttle pedal 36. The pedal assembly 248 is also disposed against the steering tubes 40 ~~guide rods, or tubes, 40~~ for movement relative the support structure 12 in response to application of the predetermined collapse force to the steering mechanism 22. Specifically, the pedal assembly 248 is pivotally connected to the rear bracket 66 for pivotal movement in response to movement of the steering tubes 40 relative thereto.